

## The Times-Dispatch

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SUNDAY, JULY 28, 1912.

## COUNTRY "GET TOGETHER" DAYS.

Governor Mann is moving when trying to get the people of rural Virginia to devote certain days to the consideration of problems affecting their prosperity and happiness. Recently he proclaimed a "Good Roads Day" and this week a "Grass Day." The object of both is to secure united action and cooperation among the farmers in furthering their interests by study, discussion and the free interchange of information. One of the great handicaps upon progress in country regions is the lack of what is called the community spirit. The national isolation and sturdy independence of the farmer prevents him from profiting by associations of interested people working for the same ends. This plan of setting aside certain weeks for the study of local problems, with a particular day for discussion of the county seat and discussing the results achieved in the region concerned elsewhere, contains possibilities of great good. It should be met with a spirit of open and ready cooperation.

The idea of Roads Day is not new. Roads are so peculiarly a community need that combined action takes place naturally. But this movement should have weight in overcoming the narrow and restricted view of what good roads mean. It should eliminate the shortsighted policy whereby each district in a county tries to secure for itself any benefits from a road levy or bond issue. By meeting in friendliness and talking over the real needs of the county as a whole, the most efficient work for better highways can be accomplished. General plans for road development can be formulated and consistent measures for yearly increase taken.

The emphasis laid by the Governor upon the desirability of cultivating more grass for hay and grazing in Virginia is timely. The possibilities in raising alfalfa here have as yet been scarcely touched. Yet as a money-making crop of more or less permanent it should be in the front rank. Examples of splendid returns from this type of cultivation are already in evidence. The business practice of farming dictates the production of the crop that will meet an unusual demand. Sometimes it is pork, sometimes potatoes—right now it seems to be hay. By meeting these temporary demands before the whole acreage of a vast region is given up to them, the farmers of Virginia can assure themselves of several fat years.

## THE ENGINEERS' WAGE ARBITRATION.

The settlement of the controversy relative to wages and working conditions of engineers in what is known, in the terminology of the Interstate Commerce Commission, as Official Classification Territory, or, popularly speaking, the area east of the Mississippi and north of the Ohio and Potomac Rivers, by the method of peaceful arbitration, meets with the full approval of all thoughtful citizens. The enormous commercial and industrial dislocations and losses which would attend a strike of employees are prevented. The locomotive engineers also escape the deprivation and perhaps suffering which would result from a cessation of work.

It is evident that the fifty-two steam railroads involved in this dispute intend to spare no effort in the attempt to secure a favorable award. About two years ago the outcome of a widespread demand for higher rates of pay among all classes of employees, the railroads throughout the country granted increases in wages averaging about 10 per cent for the country as a whole. These concessions were made with little protest on the part of the carriers and seemed under the impression that they would be able to recover their increased labor costs of operation by securing permission from the Interstate Commerce Commission to increase their freight rates. Application was at once made to the commission and very extended hearings were held. The shippers, however, who actively opposed the advance in freight charges, made an excellent presentation of their case, which was chiefly under the direction of Louis D. Brandeis, the well-known Boston attorney and advocate of economy and efficiency in railroad management. Largely for this reason, together with the comparative lack of ability among the railroad attorneys, the Interstate Commerce Commission declined to authorize the request to increase freight tariffs.

The railroads at the present time are, therefore, determined to make the best showing possible. If they

lose this case, they know that concessions similar to those of the engineers must be made to firemen, conductors, brakemen and other classes of employees. A decision adverse to them, they also realize, would be disastrous from the standpoint of public opinion and the maintenance of their credit. As a consequence, they have submitted to the arbitrators a large number of elaborate statistical exhibits designed to show in detail traffic conditions, methods of operation, conditions of employment and, above all, their lack of financial resources and consequent inability to pay higher wages. The compilation of this material has been under the direction of the Bureau of Railway Economics, an organization jointly maintained by the railroads in Washington, ostensibly for the purpose of preparing statistical information for their own use, but, in reality, largely serving as a publicity bureau to create public opinion favorable to the carriers.

The locomotive engineers in presenting their case have thus far contented themselves with setting forth what might be called the human elements in the controversy—the hazards to the engineer, the excessive hours of work, the variations in rates of pay and the responsibility and arduousness of their occupation. These conditions will appeal strongly to the Arbitration Board, but should it appear that the carriers are financially unable to meet the demands of their employees, sympathetic considerations will be of little avail in influencing the award. It would seem, therefore, that the employees have made a serious mistake in not attempting to demonstrate by statistics and an analysis of the finances of the carriers, the ability of the railroads financially to comply with the request for the standardization and increase of wages. It may be that the engineers will submit such evidence in rebuttal to the direct testimony of the carriers. At any rate, it is to be hoped that an award will be made which will be to the satisfaction of both parties to the controversy, and which will bring about peace and normal conditions in the transportation industry.

## PLAN GREATER RICHMOND.

Richmond should grow according to a plan, and not according to guesswork, accident, personal whim, temporary economy, ward log-rolling, or shortsighted self-interest. The standard, dignity, and future of the city demand that a definite, practical vision of what the future physical well-being of the capital requires should be sought and all further improvements and extensions be made part of a general scheme. There is ample evidence that the city is growing so fast that unless some far-sighted policy is adopted, a comprehensive policy, it will fall of its present lofty possibilities of beauty and usefulness.

At the moment, several issues clamor for settlement, and settlement with wisdom and knowledge. The expansion of the city to take in surrounding suburbs is only a matter of months. Now is the time to determine where, how, and why annexations should be made. The matter of street improvements waits on some clear idea of a steady development. The argument about grade-crossings and right-of-way should be decided on the lines for the future prosperity of the whole community. Sewers, parks, boulevards, carlines, all the various undertakings and conveniences of a municipality should not be entrusted to separate and individual groups. There should be one expert central body, by which the needs of all sections can be justly and comprehensively met. A thousand minor questions over which at present money and time is wasted, could then be answered almost automatically.

The Broad Street paving middle it illustrates the spring need for an efficient and active Administrative Board. It also shows what a City Plan Commission might do. What the people of Richmond want is the best and most durable smooth paving on their retail street. They want it laid properly, all minor details fixed once and for all, and the further paving to proceed in accord with a settled plan. The very fact expressed by the merchants that if the money voted for Broad Street is not used at once, it will become a time of contention among different wards who want a bit of pavement paving done, shows how badly inefficient are the methods by which Richmond can grow. The people want Broad Street paved and laid right. But for four years they have repudiated their representatives to give it later, they are willing to run the risk of having it done wrong now. This is ridiculous. Richmond is no village. Richmond cannot afford to submit the growth to fickle checks of this kind.

The city is bound to expand. It cannot do this by chance or personal influence. One of the first creations of the Administrative Board should be a plan that will correlate and develop all of Richmond for the good of all its people.

## BEFORE THAT, WHAT?

The Young Turk party has fallen on perilous times. It is between Syria and Charybdis. The situation is fast nearing confusion, worse confounded, with the prospect imminent of having civil war added to Turkey's other woes. A counter-revolution to the one that overthrew Abdul Hamid and achieved constitutionalism, save the mark, seems impending.

The new ministry, finds itself confronting an impasse. It would be extremely hazardous to go forward, it

would be equally hazardous to go back. On the one hand, the Committee of Union and Progress, the secret machine of the Young Turks, commands the ministry to stand fast to the party's policy of "reform," which has proved a mere substitution for the same corruption and discrimination against all elements save the Ottoman, in conducting the government that prevailed under the Red Sultan's regime. This necessitates perpetuating the existence of the present chamber of deputies.

On the other hand, the Military League is demanding that the chamber be dissolved, and that a new election be held. In default of compliance it threatens to combine or compromise with the Albanian insurgents and march troops from Monastir, Salonica and Uskup to Constantinople to enforce its demand.

The Military League is an organization within the army, bearing the same relation to that body that the Committee of Union and Progress bears to the Young Turk party. At its instigation the army has heretofore been the mainstay and dependence of the party. Meanwhile, the Old Turk party has not been slow to take advantage of the disaffection among the troops, and, through its emissaries, it has been uniting in its efforts to incite army revolt against the "autocratic dictatorship" of both the committee and the league, to the end of starting a movement for the restoration of the old order. The Young Turk party is fighting for its very existence with all the odds against it.

Meanwhile again, and amid it all, Turkey's Balkan neighbors and the disaffected Christians in her home provinces are awaiting in eager expectation general turmoil that will force intervention by the great powers in vindication of the "cause of humanity." That course, they confidently believe, and with reason, could fall to spell partition.

It is not surprising, therefore, that, as stated in Constantinople dispatches, immediate developments are awaited there with the deepest anxiety. It would not be surprising if they were awaited with no less anxiety in all the greater European chancelleries, for what, with the jealousies of the minor ones contiguous to Turkey, no one can foresee what would be the effect of intervention upon the peace, and the map of Europe.

That the ultimate result would be driving the Turk across the Bosphorus, and the planting of the cross upon the dome at St. Sophia—a consummation devoutly to be wished—seems a foregone conclusion. But, before that, what?

## MONTICELLO NOT PRIVATE.

The result of the inquiry by the Senate Commission into the matter of purchasing Monticello, Thomas Jefferson's old home, for a public memorial should be such as to answer the wide demand that this memorial be created. There can be no doubt of the popularity and desirability of such action. The time is peculiarly auspicious. This is marked out as a Democratic year, and the principles for which Jefferson gave his genius are still the foundations of a Democratic government. The Times-Dispatch has pointed out the wisdom and propriety of making this estate a public shrine. The efforts of Mrs. Martin Littleton have aroused a general and widespread popular enthusiasm. The speedy consummation of this purchase is a national duty.

It is to be regretted that the present owner of Monticello, Mr. Jefferson M. Levy, does not recognize that his home is not a private possession, but a spot peculiarly the property of the people. His desire to keep so beautiful and historic a residence is natural. But it does not manifest the highest form of patriotism and service. Mr. Levy is a trustee whose duty is performed. We are glad to say that it has been performed well. The time has now come, however, for the people of the United States to assume that stewardship as a symbol of the value they place upon the lofty talent of statesmanship devoted to the common good. If Mr. Levy has breathed in, during his residence, the true spirit of Jefferson, he must recognize this. He must also feel that he can gain more true recognition as a man and a citizen by giving over Monticello to the people than by any merely formal ownership of the ground.

Mr. Levy can do a very fine and generous thing by offering the Jefferson estate to the country for a just price. Otherwise he will dull the reflected glory he seeks to perpetuate for himself.

## "ECONOMIC JUSTICE" AND WALL STREET.

The centre of money and corporate influence of the country is not perturbed by the violent manifestoes of the Roosevelt party and its demands for "social and economic justice." On the contrary, Wall Street is contemplating the "Third Party" not only with equanimity, but with open approbation. A significant indication of this tendency is shown by the editorial comment of the recent issue of "Money's Magazine," one of the most prominent of the monthly publications dealing with the stock and bond markets. After expounding the factors affecting railroad securities, the editor of this periodical for investors points out that stocks of manufacturing corporations are advancing more rapidly than those of the railroads, and sets forth the reasons for the situation.

"It has all along been," he writes, "a well recognized fact that the Democratic party not fully into the next year, radical tariff revision would come, and this in itself would tend to prevent any wild speculation in the ordinary industrial issues. But as we get near to the season of the political campaign it begins to appear that after

all we may not face very serious tariff changes in the near future. Roosevelt has never in the past been a menace to the tariff-protected trusts, and he is not likely to be in the future. This feeling pervades Wall Street circles pretty strongly just at this time, and no doubt it has a good deal to do with the present boom in industrial stocks.

Certainly, George Perkins is a wise man in supporting Mr. Roosevelt, for with the latter champion of the people in the White House, the tariff-protected trusts will be able to look forward to at least four years of comparative safety. Of course, they will be "threatened" daily during that four years, but what do they care for that? Thus we have the milk in the coconut. The connection between Theodore Roosevelt and the Morgan group of financial interests has been apparent for a long time. Now we have it reflected in the stock market and openly commented upon by this authoritative financial journal. The warning to the consumer, the wage-earner and all intelligent citizens is plain. Theodore Roosevelt cannot work for the tariff-begotten and protected trusts and at the same time serve the cause of "economic and social justice." Nineteen hundred years ago it was said by the Great Teacher that "no man can serve two masters." Theodore Roosevelt constitutes no exception to this statement. In his attempt to play the double role of a deliverer of the people and a supporter of corporate interests it is clearly apparent, however, that the corporations at least believe that he is going to serve and love them. Wall Street is convinced that Roosevelt is the only man who can successfully appear as a leader of the progressive movement, and at the same time, while making a great noise, do nothing to remove the present injustices and inequalities from our corporate and industrial life. Under these conditions they are willing supporters of the "economic and social justice" fraud.

## COMMONPLACE CHRISTIANITY.

(Selected for The Times-Dispatch.)  
 "Go home to thy friends, and tell them how great things the Lord hath done for thee."—St. Mark, v. 15.

Christianity has quite as much to do with the little things as with the great matters of life. A true Christian never forgets his faith, he is as much a Christian at home as in the church, and he does not lay aside his religion like a Sunday suit of clothes. Sometimes the saddest sight is that of a man in church, a sadder sight even than that of one in evil company, the man who comes to church for years, the message of the Gospel, the warnings and blessings of God have been uttered over and over again in his presence, without producing the slightest effect. Yet such a one is quite satisfied with himself, and would be much surprised to learn that he is not a religious man. If we would judge of a man's true character we must see him at home. There he is himself; at other times he is often acting a part. If we would be sure that our religion is true and genuine, we must test it in the little common duties and trials of daily existence, rather than on occasions and under circumstances of great importance. There are those who declare that if they had lived when the Lord Jesus was on earth, they would have forsaken all and followed Him. Why do they not do so now? Why do they not forsake all that keeps them back from Jesus—all that is unworthy of the name and calling of a Christian?

Claude, the great painter of nature, was often seen carrying home moss and leaves and flowers, and studying them carefully. When he was asked how he made his pictures so true to nature, he answered that he took the greatest pains, even with the smallest trifles. So should it be with our religion. We should show ourselves Christians in the most common and trifling matters. We can do this by little acts of kindness.

Never sigh because you can do no great thing, or give no great thing, for Jesus. Do what you can, give what you value most, and it will not seem small in the eyes of the Lord. No gentle word spoken to turn away another's wrath, no injury freely and fully forgiven, no kindly word of encouragement and cheer to the lonely or afflicted, is ever forgotten by God. Cheerfulness is one outward and visible sign of the inward and spiritual grace of true religion.

If we want to lead others to God, we must show that we ourselves are happy. Are truthful, are kind and thoughtful for others. Christ's religion does not turn people into stone, and freeze up every smile, and check every innocent pleasure. All that is bright and happy in this world comes from God, the sunshine, the flowers, the song of the birds. So all that is best and happiest in our lives comes from loving and trusting and worshipping our God.

Brothers, be religious in the small things of life and the great things will take care of themselves; strive to be God's hero of patience, of self-denial, of courage, of meekness at home, and "still do all for Jesus' sake."

Wonder if any of the Colonel's letters to Bill Flinn have started this way: "My Dear Flinn,—You and I are practical men."

The higher-ups and the lower-downs are both mixed in New York's police murder case.

While marveling that fingerprints convict criminals, let us not forget that many a man has been convicted by his breath.

Now is the time for the Weather Man to nail up the Hot tank and go way for his vacation.

William Randolph Hearst has repudiated the Democratic party. Same to you, Will.

PIONEERS.  
By John T. McCutcheon.

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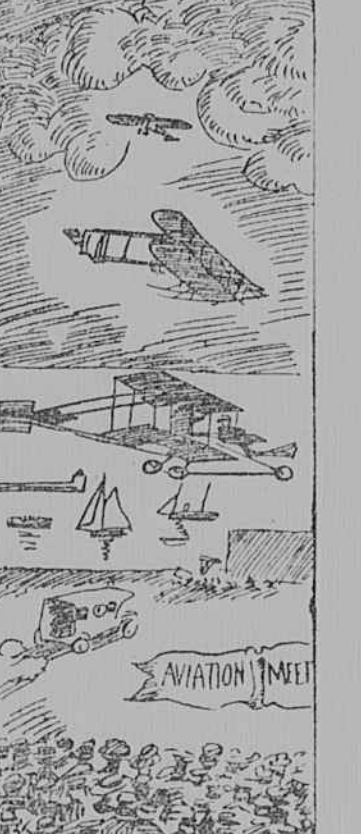
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## LORD ASHTON LANDS IN BANKRUPTCY COURT.

Misfortunes Probably Due to Dislike Felt for First Peer of His Line.

BY LA MARQUESE DE PONTENAY.

LORD ASHTON, who has just landed in the Bankruptcy Court, after ten years' warfare with his Irish tenantry, must not be considered a failure. He is a millionaire, and his Irish tenantry is not likely to receive much sympathy from any of his fellow countrymen on either side of the Atlantic. For he bears a name and title execrated by all those who have at heart the Irish Nationalist cause, but his misfortunes are perhaps due to his own shortcomings rather than to the detestation still felt for the first peer of his line. Students of Irish history may recall that up to 1801 the Dublin Parliament was strongly opposed to the Act of Union with England, by which the Emerald Isle lost its legislative autonomy, which the present Asquith Administration is solemnly committed to restore to her after the lapse of 112 years.

By 1850, however, the intrigues and bribery of Lord Castlereagh among the members of the Irish Commons had begun to have their effect, and when in the memorable debate of January 22 of that year an amendment to the address to the Throne was moved by Mr. Ponsonby, maintaining "the undoubted right of the Irish to have a seat in the British Parliament," it was eventually defeated by a single vote. That vote, which virtually sealed the doom of the Irish Parliament, was cast by Frederick Trench, who early in the debate had delivered a speech announcing his determination to vote in favor of the amendment. He had readily resumed his seat when he was approached by Cook, the bribing agent of Lord Castlereagh, and during the following hours while the debate was in progress, Cook went several times back and forth between Castlereagh and Trench. Finally, just before the division, he had been mistaken in his previous utterances, and that he would vote with the ministers, and against the maintenance of Ireland's legislators during the fight for their country's independence is eloquently described in the "History of England in the Eighteenth Century" and also in Sir John Barrington's book on the union of Ireland with England.

Lord Ashtown's principal home is a 50,000-acre estate known as Woodlawn, in county Galway. Eight or nine years ago, it was necessary to proceed with a number of evictions, and this inaugurated a warfare between him and the people of the district, which resulted in grisly violence and even the death of a man being threatened. The quarreling of large forces of constabulary on the estate for his protection, and the consequent destruction of his private apartment by a bomb, and he escaped with his life solely because he happened to have fallen asleep on a sofa in his library in another part of the house.

There were some who insisted that the explosion was engineered by Lord Ashtown himself for the purpose of averting the withdrawal of the constabulary, and as he naturally resented this insinuation, he became involved in all sorts of costly lawsuits. About a year ago litigation of another kind brought to light that he was in the hands of professional money-lenders, and his bankruptcy under the circumstances has caused but little surprise.

Until he secures an honorable discharge from the court, by a satisfactory compromise with his creditors, he will be debarré from occupying his seat as a representative Peer of Ireland in the House of Lords, which thus loses an ardent opponent of Home Rule. He was elected as a representative peer in 1908, under most peculiar circumstances. His rival was Lord Farnham, and they may be said to have run a dead heat in the race, which resulted in a tie. In order to settle the question, the crown resorted to the old device of making the two competitors draw lots and Lord Ashtown won.

When John Sedgwick was promoted a couple of months ago to the Under-Secretaryship of War to the post of Cabinet Minister at the head of that department, in succession to Lord Haldane, I expressed (I regret his service in the South African War was a private affair, a militia-subaltern, might have rendered him obli-

gioned, and less inclined than any of his civilian friends to accept advice from professional soldiers. These apprehensions have been realized. For in a speech before the House of Commons the other day, he expressed his opinion that auxiliary troops—that is to say, the Yeomanry and the Territorial Militia—are better fighting men than the Regulars. Moreover, he went on to assert that compulsory military service, such as exists in continental countries, could not be dreamed of until after the next war, which can only be construed as meaning that fresh disasters to British arms, such as those that characterized the beginning of the Boer War, would have to take place before the government could be enabled to put the military device of the empire in proper order.

Incidentally, I may state that John Sedgwick's own brief military career in South Africa is hardly calculated to lead him to encourage notions of discipline in that British army of which he was Secretary of State for the War Department, he is the civilian chief. For he was court-martialed during the Boer War for disobedience to the orders of his superior officer, and only escaped the usual consequences of such conduct on account of what was termed his "indiscreet bravery."

No better instance of the absolute lack of military tact which the English suffragettes of every class are always ready to furnish than the case of the Earl of Lytton's unmarried sister, Lady Constance Lytton. Already on several occasions, she was always treated with respect and consideration, not only on account of her social position, but because, as alleged, her heart was not altogether sound. Deterred by her heart trouble, she was ordered to use her heart-trouble, in order to put the authorities in the wrong, and to get her own way, she resorted to the use of force, and in the process, she was injured. The possible detriment of her health. Terrible feedings through the nose of a quinine solution in itself, which she refused to take, and the constant excitement and struggling might have had effect on a diseased heart, and for this reason, suffragettes on hunger strikes usually undergo a physical examination before forcible feeding is resorted to.

It was, of course, just necessary for Lady Constance to get herself arrested. Being so well known to the London police by reason of her suffragette activities, she proceeded to Newcastle, got herself convicted under an assumed name for window-smashing, and sentenced to a term in jail, where, however, she was recognized, and after a short time in the prison hospital, owing to her heart trouble, was set at liberty, no attempt having been made to feed her artificially. Very dissatisfied with this consideration, she eventually resorted to a second arrest, where she was again arrested and imprisoned for window-smashing, this time under the name of "Victoria Wharton." Her identity was not discovered, and having refused to touch her prison fare, or to answer any questions put to her by the jail physicians, she was forcibly fed some sort of ten times, being eventually released because the doctors found that for some reason or other her stomach did not retain the food.

It is difficult to see what Lady Constance has accomplished beyond showing the harmlessness of artificial feeding—admitting even that she is suffering from a form of heart disease. The extraordinary feature of the affair is that a woman of birth and refinement, daughter of a peer who ruled India as Viceroy, and having answered in England at least, has been rendered utterly hopeless, greatly by the violence of the suffragette's advocates.

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## Voice of the People

Grief of Colored Friends.

To the Editor of The Times-Dispatch: Sir,—The sad news comes to us that our friend, Judge Samuel B. Witt, is dead, and we long the privilege of mingling our tears of bereavement with those of his numerous friends who now mourn their loss.

As it was said of the great Hebrew law giver, Moses, it can be said of Judge Witt, "He loved the people." Without regard to creed, color or con-

dition, he judged them in righteousness, truth and justice.

Possessing a most beautiful character, kind-hearted, courteous, congenial and dignified, he went in and out before us, and so great was our attachment to him that we regarded his words and deeds as scarcely less than benedictions.

If ever mortal man was the idol of the people, Judge Samuel B. Witt was that man. He was a friend to all and a foe to none. He was great, he was good and true; he was one of heaven's best gifts to the people of Richmond, and we mourn his death as an almost personal bereavement.

Having served his generation by the will of God, we trust and pray that he now finds his well-earned rest with the great and good of all ages before the throne of God down at the feet of our blessed Saviour, for truly he hath said, "Other sheep have I which are not of this fold, them also I must bring."

Should unavoidable circumstances prevent the colored people from attending the funeral services in large numbers, we wish it understood that we are there in heart and genuine sympathy. Z. D. LEWIS, Pas. 24 African Baptist Church, Richmond, Va.

Wants Reduced Car Fare. To the Editor of The Times-Dispatch: Sir,—I noticed in last Sunday's Times-Dispatch an article regretting that there was no place around Richmond where ladies and children could learn to swim, and would answer that we have as good a place as any other in the Union if we would only make use of it.

Out on Falling Creek, at Stop 13, Bailey Park, I believe it is called, is the most beautiful spot, fresh running spring water, sandy beaches for children to play on, and perfect safety for ladies and children. If it is a white woman to look after the bath-house.

The place is historically interesting as well as being the site of the first iron foundry in America. Also, I am told, the mill from which flour and wheat was first shipped to Europe. The only drawback is the recent fare, which a great many people object to, but I must say it is properly brought to the attention of the Passenger and Power Company, for the benefit of the people of this town, who cannot go farther from home, they would give us a decent fare for the summer months, and a rate.

RUTH G. SMITH, South Richmond.

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